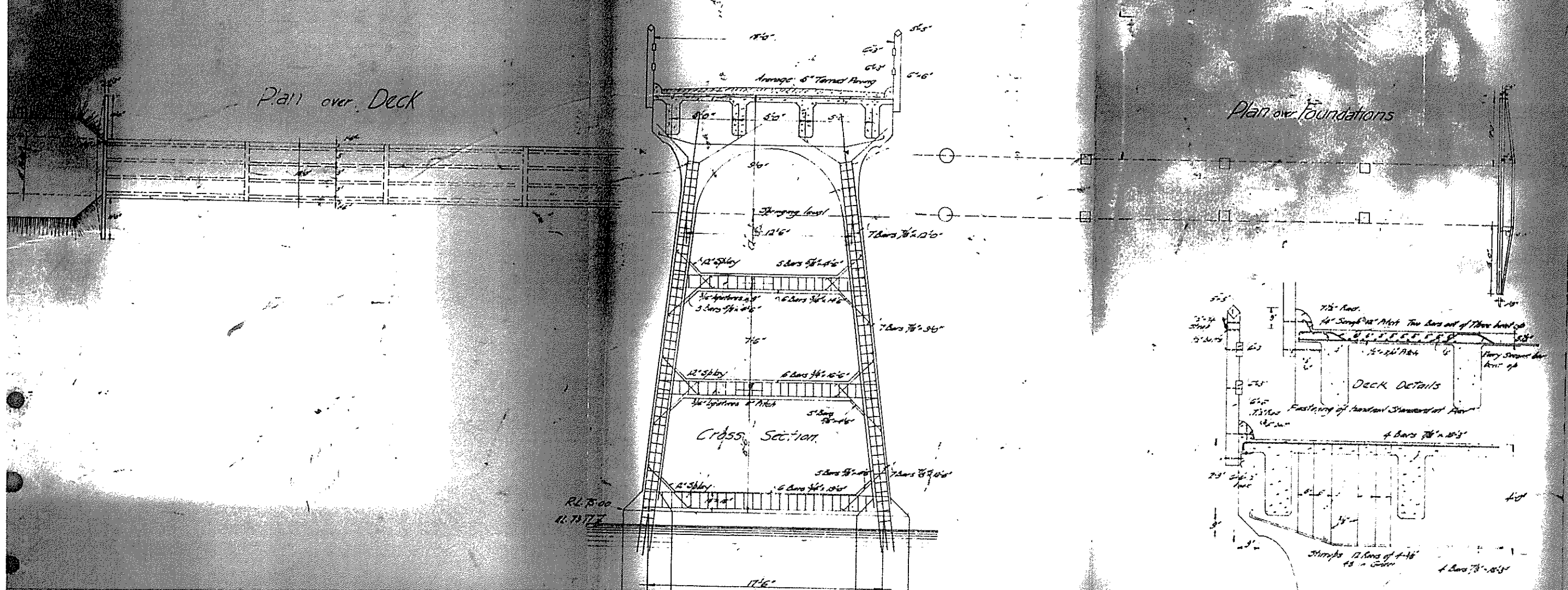
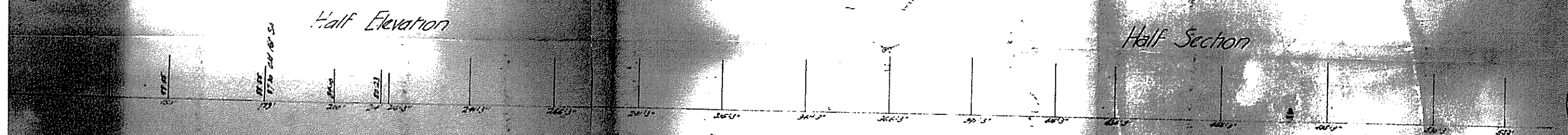
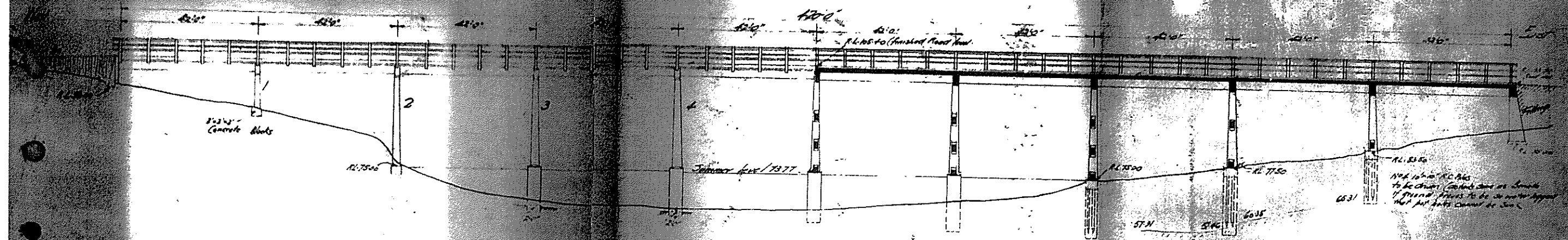


Janevale Bridge Shire of Marong + BET BET

Scale 1/8" = 1' 1/4" = 1/2" and 1" = 1' 6"

6 NOV 1930



Half Section

Plan over Deck

Plan over Foundations

Cross Section

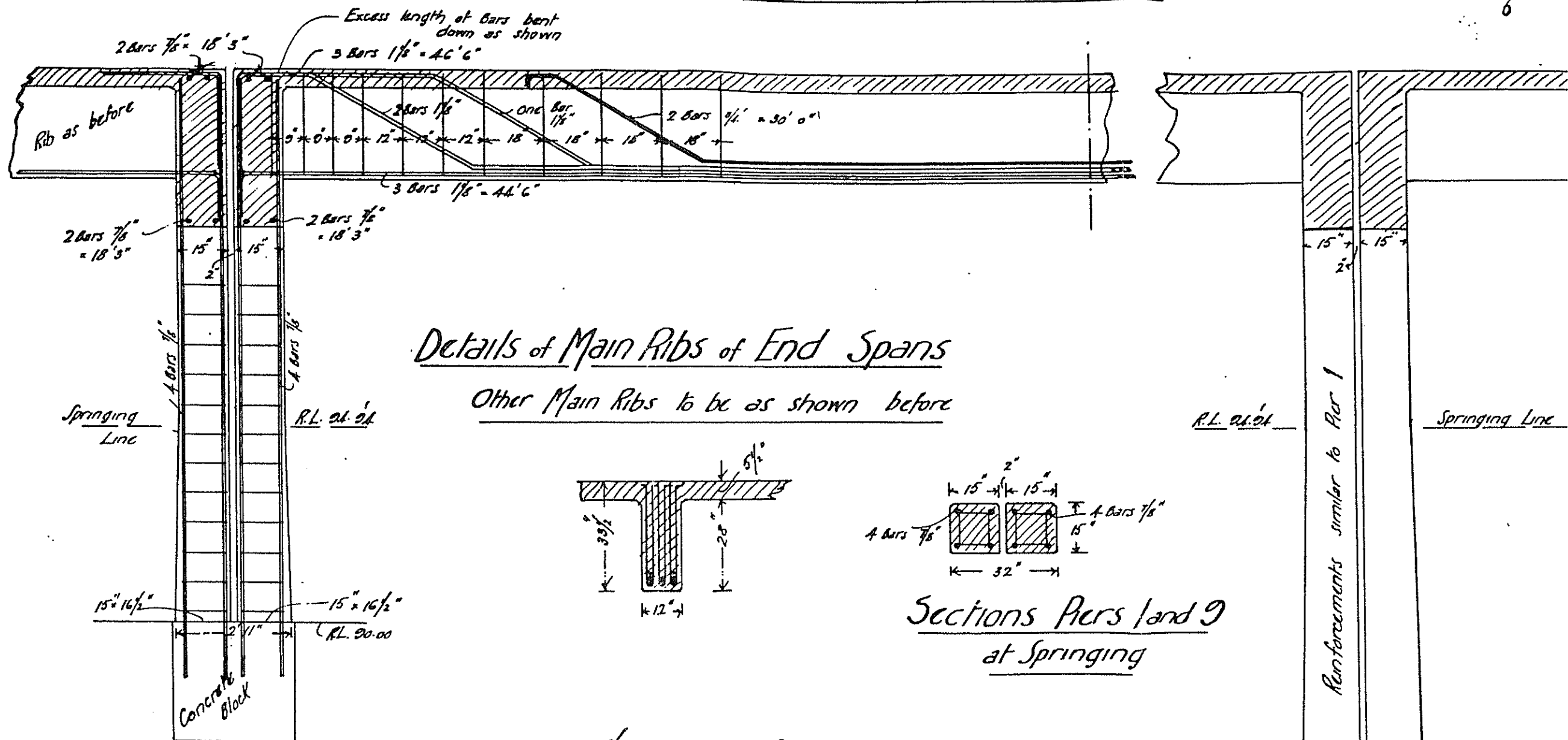
Arg. n° 15702

Herndon and Cross Garden

CROSS SECTION ADDITIONAL STIRRUPS

JANEVALE BRIDGE

Details of Expansion Joints %



1/2 inch Scale

Details Pier 1

Section at Right Angles with
this to be as before

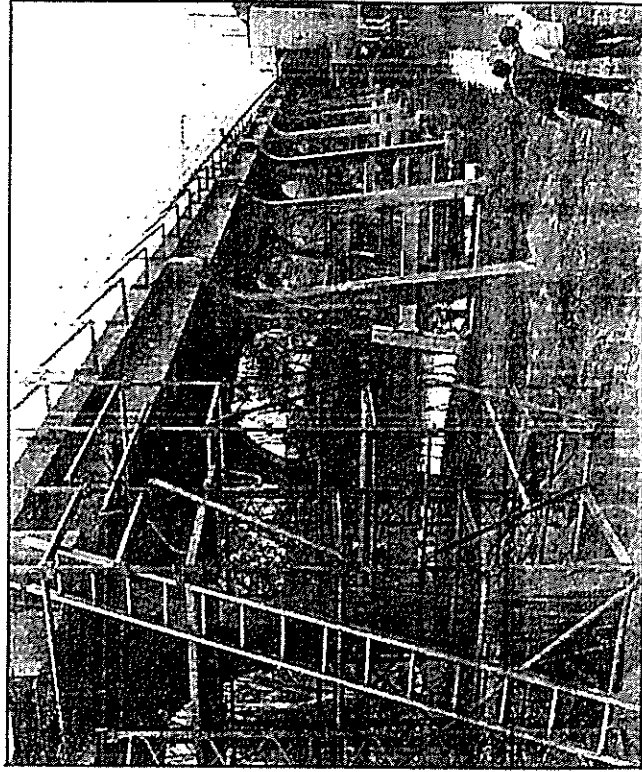
JAL.
15/11/10

John Monahan
page 38
10/11/13

Details Pier



● RIGHT: Not only are the piers and beams being strengthened with extra reinforcing (as shown in this picture) but the deck of the bridge is being greatly strengthened and will be made waterproof so that moisture will be unable to seep down into the piers as it has in the past



● ABOVE: The Monash Bridge at Laanecoorie lies for 128 metres over the normal level of the Loddon River supported by 11 concrete piers. One of the 11 sets of piers have been removed, as shown in this picture, and the end nearest the picture supported by a girder and powerful jacks. At other end of the bridge were twin sets of piers only two centimetres apart, the piers on the inside supporting the bridge proper and those towards the banks supporting the approach ramps.

The deck they supported also had a gap to allow for expansion and contraction. Here the pier nearest the bank has been removed to let workmen restore its neighbor. Until the pier that has been removed is rebuilt powerful jacks hold the ramp in place.

A bridge that 'Jack' built gets a facelift

Historic structure to reopen

by DAVID G. HORSFALL

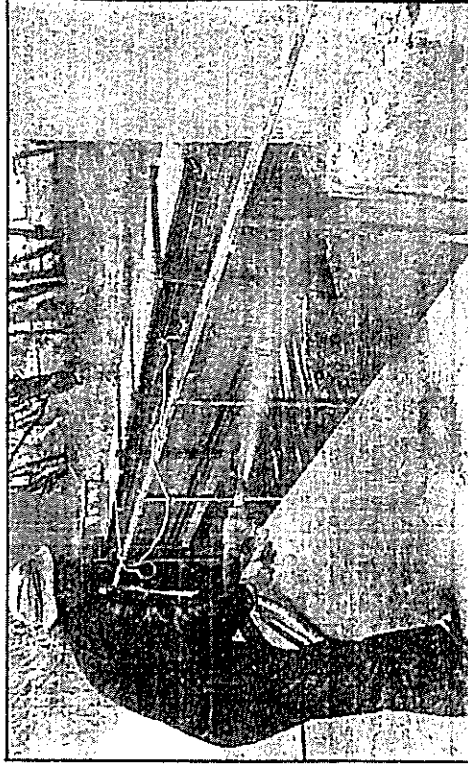
The historic Monash Bridge spanning the Loddon River at Laanecoorie should be ready to accept normal traffic again in about six weeks time.

The bridge has been closed to normal traffic since this year's work started there in July, but pedestrians, and school children in particular, have been able to use it while work has been proceeding and during the recent school holidays it was open to light traffic.

Some funding for the bridge was made available last year and a part of the work was done then. The reinforced concrete bridge was opened in 1911 to replace a wooden structure washed away in the great flood of 1909.

It was then a marvel of civil engineering and was designed by Sir John Monash, who had just introduced re-inforced concrete building practices into Victoria the also introduced the same techniques to Tasmania and South Australia.

During the three-quarters of a century since the concrete, apparently made with river sand, deteriorated to such an extent that much of the



● ABOVE: Concrete, mixed dry, is wet with water at the last moment and forced through this nozzle under powerful air pressure. Shotcrete operator Keith Muller is shown here on a beam in the middle of the Loddon River shooting concrete into the re-inforcing mesh on one of the piers

slender steel reinforcing (four rods in each pier) was exposed.

It was so bad that Road Construction Australia's chairman, Neville (Seppie) Haydon, said that concrete had a cure of only 25 by 35 cms left from an original 61 by 46 cms.

It was possible to vibrate the bridge with a bar in one of the expansion gaps at either end.

The restoration work, expected to cost more than \$2 million, is using modern techniques to re-inforce the old structure. The bridge is being built old concrete with a much stronger mix.

The bridge is over a deep channel of the Loddon just downstream of the Laanecoorie Reservoir, a storage which has had a chequered history.

During construction in 1989 the headworks were washed away and the completed weir burst during the flood of 1909 and washed away the wooden bridge whose piers are still visible in the water beside the present structure.

With an original capacity of 16,000 megalitres it was reduced by sitting to about half the original in the short period before the big flood.

Its effectiveness as a storage and as a buffer against floods was therefore greatly reduced.

The work is a joint effort of the RCA and the Shire of East Bend, each with two and the help of a casual laborer and two contractors, using compressed air to apply concrete to the damaged areas.

By the time it is finished the work is expected to have taken about 28 working weeks.

Work on the project was interrupted last week, for a few days, by a rise in the river which flooded over work areas.

Although cheaper to restore than rebuild the old bridge is important for its historic associations. Sir John Monash, born in 1865, became one of Australia's greatest soldiers, engineers and administrators.

He fought at Gallipoli, Monash Valley is part of our history and later in France where he took command of the Australian Army Corps and was promoted to lieutenant-general.

In 1920 he was appointed general manager of the State Electricity Commission and the following year became its chairman and was responsible for the development of the brown coal deposits at Yallourn.

There was a statue of him at Yallourn both town and statue have vanished and there are statues at Melbourne and Sydney.



● ABOVE: Suspended in mid-air on a mobile scaffolding under the Monash bridge at Laanecoorie works superintendent, Neville (Seppie) Haydon and carpenter Ian Blunk of the Road Construction Authority show how spacers are wedged behind the re-inforcing mesh to keep it clear of the base material

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